2: Bowen C-4 (1945-1947) 1951 MK2 Maritime Arabs MK2

464 maritime *nakhodas* are having difficulty in getting crews. Many of their sailors, who also operated under the debt system, are now working for oil interests.

464 315 On Bahrein oil began to be developed as early as 1932, just when the pearl industry started its real slide. Oil come late for Saudi Arabia, and it was not until 1945 that the industry absorbed large numbers of native laborers. By then the town populations were so well adjusted that most of the labor came from the desert Bedouins. These jobs with the oil companies at first absorbed the unemployed, but as the oil projects developed they have absorbed more than the unemployed, until now the *nakhodas* of Bahrein, Kuwait, and Saudi Arabia are having an increasingly hard time finding divers; the divers are working for the oil companies and paying off their debts.

The Trucial Coast has yet to have the oil boom wash its shores. Today many men still make the northern trek from the Batinah coast, and the *nakhodas* there have little difficulty in finding pearling crews. But the happiest Arabs in the Gulf are the 556 sheikhs in the oil areas, for even though their revenue from pearls is at an all-time low, they now get their cut from oil, a much more lucrative and reliable commodity.

5: Harrison D-4 (1912-1924) 1924 M1 Middle East Maritime Arabs NK2

trade, the profits of a sailing boat have diminished and the percentage of the population that supports itself this way is very small.

However, since all the food and clothing of the community must be imported, and in places even the water and building material, trade in the Persian Gulf reaches large proportions. Rice is imported by hundreds of thousands of sacks each year. A special steamer of the Standard Oil Company brings kerosene oil from New York. There is a large importation of the stronger and cheaper grades of foreign cloth. The rice and kerosene and the various imports from India, such as dishes and lanterns and all sorts of gaudy trinkets, are brought in steamers. The British India Steamship Company has a line of coasting steamers which call every week at the larger Gulf ports. Some food materials are brought from Mesopotamia and from Persia, and these smaller importations from near-by ports are often brought in sail boats. All of these imports are paid for indirectly with pearls. The last season before the Great War the value of the pearls marketed in Bahrein was estimated at three *crores* or about $9,000,000.

There are no merchants in the whole peninsula that are so rich as the pearl merchants of the East Coast. There are a few of these merchants that could rank as millionaires if their fortunes were measured in American money. These men are more or less educated and have traveled extensively. Many of them take newspapers and read modern books. Their establishments are places of great luxury and comfort, with many of the outward signs of modern civilization. Their houses and offices may be lit by electric lights, and their taste extends even to motor launches and automobiles. The larger ports of